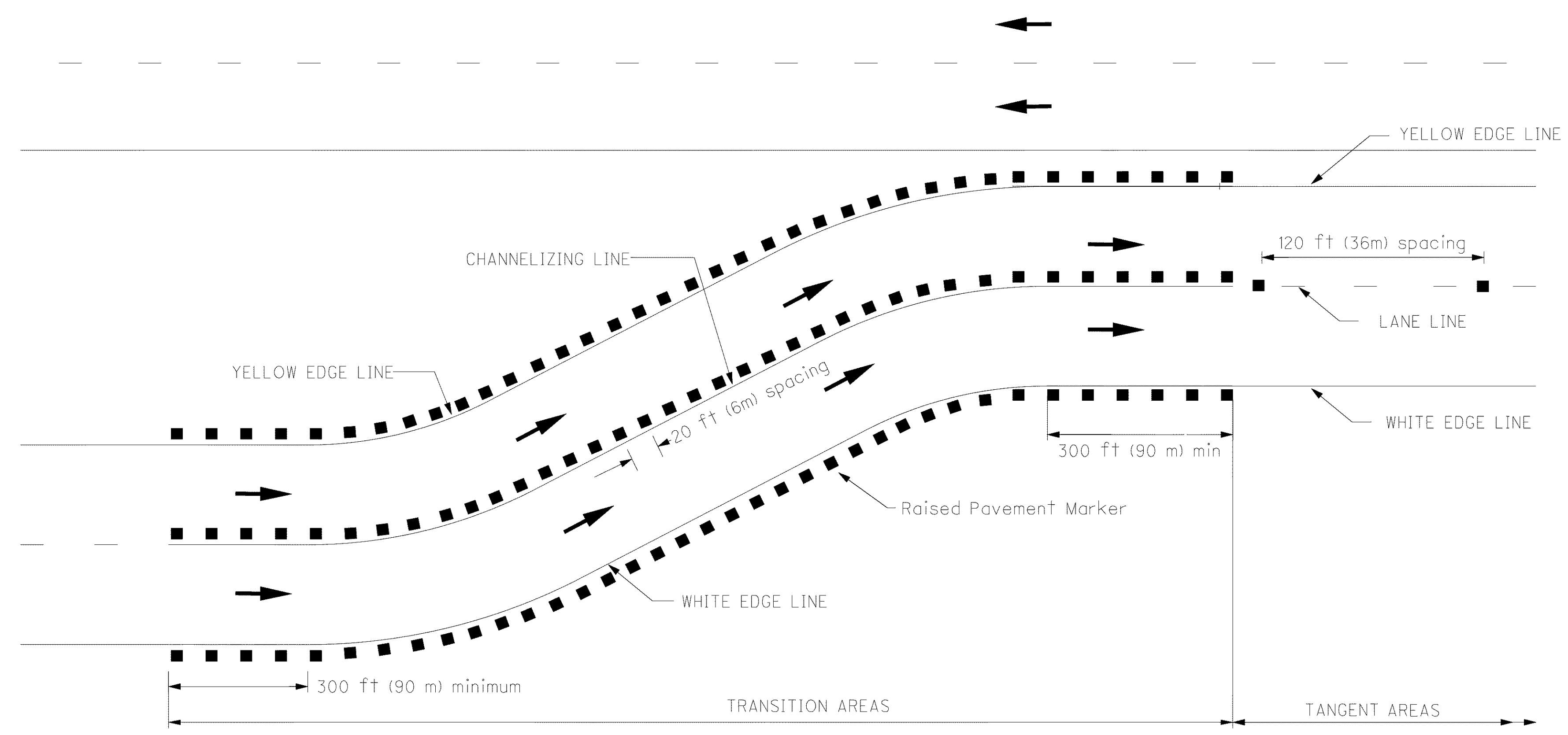
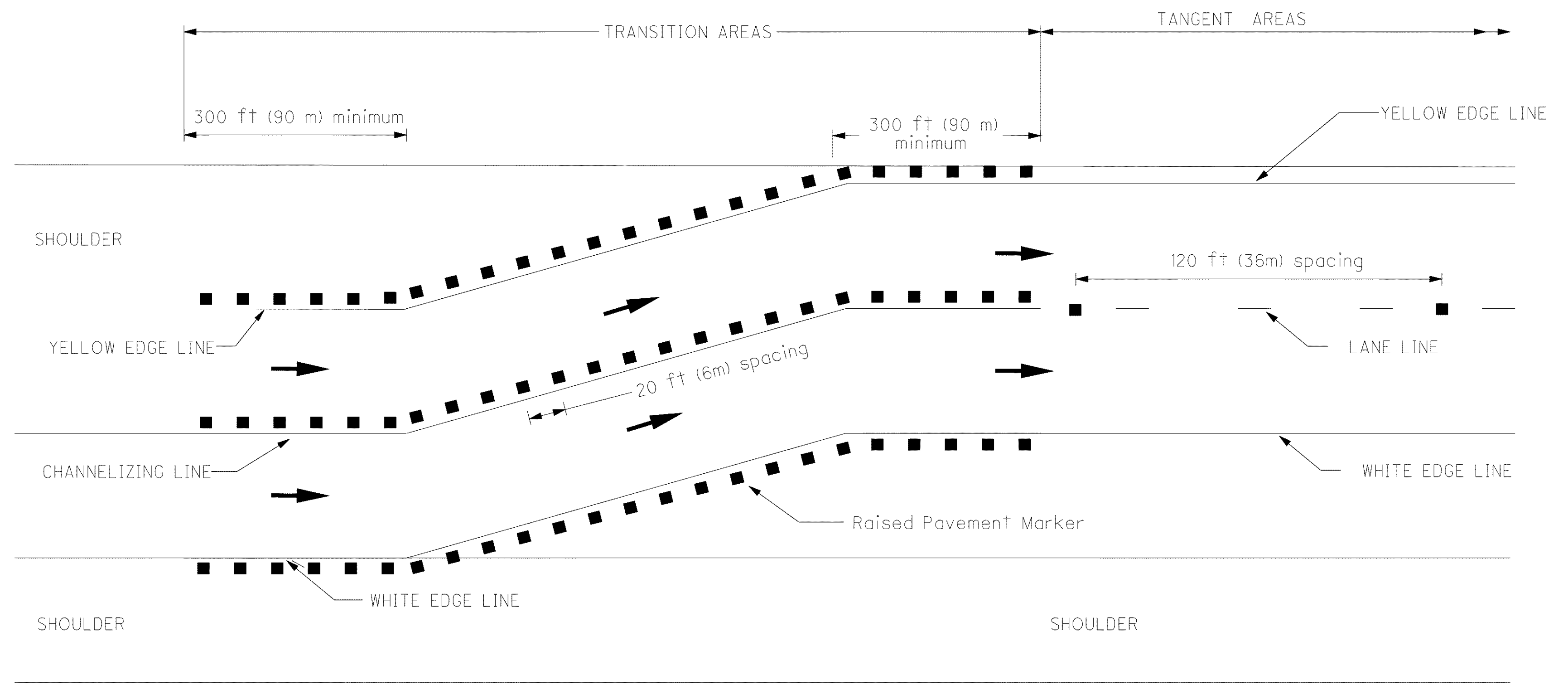


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WORK ZONE DELINEATION FOR CROSSOVERS



WORK ZONE DELINEATION FOR LANE SHIFTS

**LEGEND**

■	RPM
➔	DIRECTION OF TRAVEL

**NOTES**

- This drawing presents delineation procedures for freeways and expressways on asphalt surfaces. Procedures are provided for transition areas and for tangent areas. The procedures for transition areas apply to crossovers and to lane shifts of 4 feet (1.2 m) or greater. Delineation of transition areas for shifts of less than 4 feet (1.2 m) shall be as per the tangent area delineation.
- Raised Pavement Markers shall meet the following seasonal specifications:
  - Raised Pavement Markers in place during the normal construction season may be either 621 Raised Pavement Markers or 614 Work Zone Raised Pavement Markers (WZRPMS). The normal construction season with regard to use of WZRPMS shall be the period from April 1 through October 15.
  - At locations where it is intended that Raised Pavement Markers will winter over, 621 Raised Pavement Markers shall be provided.
  - At locations where it is intended that work will continue beyond October 15 but will be completed prior to the beginning of snow-plowing season, 614 WZRPMS may remain in place until such time. Snow-plowing season shall be as specified in the plans. If snow-plowing season is not specified in the plans, it shall be assumed that snow-plowing season runs from October 16 through March 31. If project delays, not the fault of ODOT, cause work to extend into the snow-plowing season, the contractor shall be responsible for replacing WZRPMS with 621 Raised Pavement Markers, as determined by the Engineer, at the contractor's expense.
- All material furnished shall be listed on the Department's Prequalified Lists.
- The geometrics of the crossover shall be as shown in the plans. Additional details are provided in Standard Construction Drawing MT-95.70.
- See Standard Construction Drawings MT-102.10 and MT-102.20 for more details concerning lane shifts.
- Spacing of raised pavement markers (RPMs) shall be at 20 feet (6 m) center-to-center for all long-line marking within transition areas. Within tangent areas RPMs shall be provided only along the lane lines, spaced at 120 foot (36 m) center-to-center.
- The RPMs shall be 1-way, facing oncoming traffic, and shall be white or yellow to match the color of the associated line marking.
- Along the edge lines, the RPMs shall be offset a maximum of 4 inches (100 mm) to the outside of the lines. Along the channelizing lines, the RPMs shall be offset to the left of the lines by no more than 1 inch (25 mm). Along the lane lines the RPMs shall be centered between dashes.
- The RPMs shall be removed when they are no longer appropriate.
- Holes resulting from removal of 621 RPMs shall be filled as per 202.10. If removal of the 621 RPMs does not take place immediately after the highlighted alignment becomes invalid, the reflectors within the 621 RPMs shall be removed.
- Following removal of 621 RPMs resurfacing of the transition shall be performed. The resurfacing shall be performed at the time the surface course is being applied. In preparation for resurfacing, the existing pavement shall be removed to a depth necessary to match the level of the intermediate course of the proposed pavement.

<b>OFFICE OF TRAFFIC ENGINEERING</b>	DESIGNED REVIEWED LAM
REVISION DATE 7/20/07	CHECKED
PIS NUMBER 209930	
PLAN INSERT SHEET	<b>WORK ZONE DELINEATION ON ASPHALT SURFACES</b>
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